

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons, Captain H. D. Jones.
"POWAN," 2,338 " " R. D. Thomas.
"FATSHAN," 2,260 " " W. A. Valentine.
"HANKOW," 3,073 " " C. V. Lloyd.
"KINSHAN," 1,995 " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
"NANNING," 569 " " C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.
Canton to Tak Hing " " Single \$12.50, Return \$21.00.
Canton to Samshui " " Single \$7.50.

HONGKONG-WUCHOW LINE.

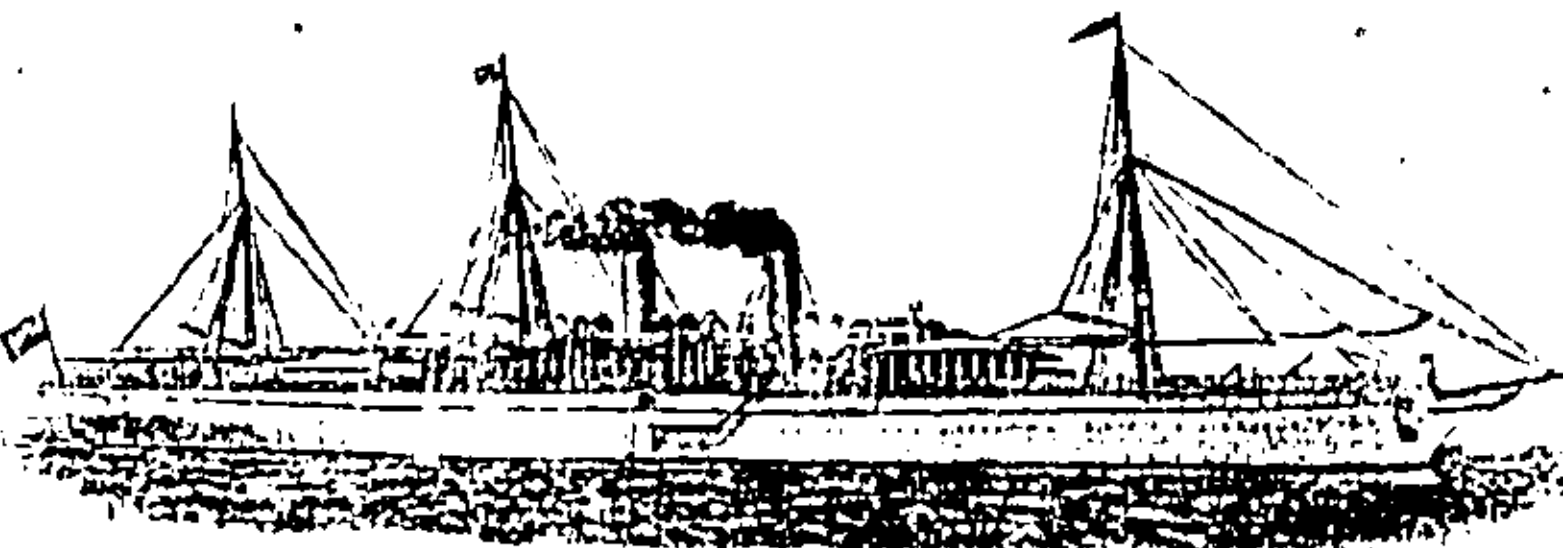
S.S. "LIN FAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birt. S.S. "HONGKONG," Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kumchuk " " Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF CHINA," 6,000 Tons, WEDNESDAY, 29th March.
"EMPEROR OF INDIA," 6,000 " " WEDNESDAY, 19th April.
"TARTAR," 4,415 " " WEDNESDAY, 26th April.
"EMPEROR OF JAPAN," 6,000 " " WEDNESDAY, 10th May.
"ATHENIAN," 4,440 " " WEDNESDAY, 24th May.
"EMPEROR OF CHINA," 6,000 " " WEDNESDAY, 31st May.
Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £65.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail " £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Tickets, Hand Books, Rates of Freight and Passage apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.
Hongkong, 15th March, 1905.

HAMBURG-AMERIKA LINIE.

Ostasiatischer Dienst.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA*	HAVRE and HAMBURG.	28th March.	Freight and Passengers.
V. Döhren	(Calling at SPORF, PENANG & COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	4th April.	Freight.
Knissel	(Calling at SPORF, PENANG & COLOMBO).		
SILESIA*	HAVRE and HAMBURG.	16th April.	Freight and Passengers.
Bahle	(Calling at SPORF, PENANG & COLOMBO).		
SLAVONIA*	HAVRE and HAMBURG.	2nd May.	Freight and Passengers.
Madsen	(Calling at SPORF, PENANG & COLOMBO).		
SEGOVIA	HAVRE and HAMBURG.	16th May.	Freight.
Schoenfeldt	(Calling at SPORF, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE and HAMBURG.	30th May.	Freight.
Jabour	(Calling at SPORF, PENANG & COLOMBO).		
NUBIA	NEW YORK VIA SUEZ.	23th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins antiseptically. Lighted throughout by Electricity.
For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Road Buildings.

Hongkong, 20th March, 1905

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIEHN	WEDNESDAY, 21st June.
GISENAU	WEDNESDAY, 5th July.
SCHARNHORST	WEDNESDAY, 19th July.
PRINZ HEINRICH	WEDNESDAY, 2nd August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 16th August.

ON WEDNESDAY, the 29th day of March, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	SAILING DATES.
WILLEHAD	MONDAY, 3rd April.
PRINZ WALDEMAR	FRIDAY, 12th May.
PRINZ SIGISMUND	FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship WILLEHAD, Captain B. Zurbonsen, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ EITEL FRIEDRICH, WEDNESDAY, 19th March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PREUSSEN, WEDNESDAY, 12th April.
KOBE & YOKOHAMA, PRINZ WALDEMAR, TUESDAY, 18th "
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
HONGKONG, 16th March, 1905. MELCHERS & CO., AGENTS.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.
For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

R. MORI, Acting Manager.
Hongkong, 24th January, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES AWARDED TO SINGER SEWING MACHINES AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.
Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905.

F. BLACKHEAD & CO. SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENIUS COMPOSITION RED PAIN BRAND, HARTMANN'S GREY PAIN DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

S. MOUTRIE & CO., LD., PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.
A large consignment of records at the low figure at \$1.80 each, 5% on wholesale orders.
The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.
WE DEFFY COMPETITION.
INSPECTION INVITED.
Hongkong, 14th March, 1905.

EMPLOYE of commerce, 346 de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des grosses maisons, connaît-ant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.

Très bonnes références.—Appointements: de 5 à 6,000 dollars par an. Ecrire aux initiales L. V. au journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 29th December, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates) and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 370

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. MEAD, C.E., President and Shanghai Manager. N. M. HOLMES, C.E., Vice-President and Hongkong Manager. A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
Railway Hydraulic Mining and Sanitary Engineering. A Speciality made of Reinforced Concrete and Concrete Piles. Examinations Surveys Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

Hotels.

HOTEL DES INDES. Nos. 7 & 3, STAMFORD ROAD, SINGAPORE.

EXCELLENT CUISINE. MODERATE PRICES.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4.5 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

For HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

Intimations.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS,"**
Des Vaux Road.

**FURNISHING
DEPARTMENT**
FIRST FLOOR BY LIFT.

**NOW
ON SHOW
NEW LACE
CURTAINS.**

**MUSLIN
CURTAINS.**

**ART
SATEENS**
and many dainty

ART FABRICS
suitable for

**HOUSE
FURNISHING.**

**GENTLEMEN'S
DEPARTMENT,**
28, Queen's Road.
OPPOSITE THE CLOCK TOWER.

**BOOTS!
BOOTS!
BOOTS!**

A New Lot of
**BROWN CALF
AND GLACE
KID BOOTS**
JUST ARRIVED.
**SMART SHAPES
AND FIRST-CLASS
QUALITY & FINISH.**

New Half-Hose,
Silk Underwear,
and
Exclusive Neckwear.

INSPECTION INVITED.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 18th March, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver in Bankruptcy, to sell by

**PUBLIC AUCTION,
TO-MORROW,**

the 22nd March, 1905, at 11 A.M., at Hop Yick's Godowns, West Point, The following Merchandise—

No. 1 GODOWN—873 pieces Copper, 35 bags Rangoon Beans, 111 bags Cow's Hide Glue, 250 bags Brown Sugar Candy, 250 bags Dark Brown Sugar.
No. 2 GODOWN—5 bags Black Pepper.
No. 3 GODOWN—7,700 Small Wood Stick.
No. 4 GODOWN—587 bags Starch Flour, 64 bags Rangoon Beans, 52 bags Cow's Hide Glue.
No. 5 GODOWN—8 bags Black Pepper, 99 bags Ground Nut (no skin), 71 baskets Black Java Sugar, 194 bags Rangoon Wheat.
No. 6 GODOWN—174 bags Black Pepper, 222 bags Ground Nut (with skin).
No. 7 GODOWN—1,327 bags Ground Nut, 30 bales Tobacco Leaves, 35 bags Chinese Medicines, 223 bags Light Brown Sugar Candy, 57 bags Glutinous Rice.
No. 11 GODOWN—317 bags Sugar Candy.

TERMS—As usual.
**HUGHES & HOUGH,
Government Auctioneers.**
Hongkong, 21st March, 1905. [384]

PUBLIC AUCTION.

THE Undersigned have received instructions from C. A. TOMES, Esq., to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 27th March, 1905, at 1.30 P.M., within his residence, No. 2, Cough Hill, The Peak, THE WHOLE OF HIS

**VALUABLE HOUSEHOLD
FURNITURE,**
THEREIN CONTAINED,

Comprising—
SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES, with BEVELLED GLASS, CANTON BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BRUSSELS and TIENTSIN CARPETS and RUGS, SHANGHAI CURTAINS, BRASS BEDSTEPS with WIRE and HAIR MATTRESSES, PICTURES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, MARBLE BATH TUBS, &c., &c., &c.

One AMERICAN MARBLE REFRIGERATOR;
AND
One COTTAGE PIANO, by M. F. Rachals & Co., Hamburg. (in Good Order and Condition).

Catalogues will be issued.
Terms:—As usual.

**HUGHES & HOUGH,
Auctioneers.**
Hongkong, 21st March, 1905. [377]

Entertainment.

CITY HALL.

UNDER THE PATRONAGE OF H.E. THE GOVERNOR.

**MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY**

FROM LONDON.

FOUR CONCERTS ONLY.

FRIDAY, 24th March,

MONDAY, 3rd April, TUESDAY, 4th April.

AND THURSDAY, 6th April.

Complete Change of Programme each Concert.

The Programmes include a unique collection of

NATIONAL BALLADS

of England, Ireland, Scotland and Wales, ALSO

GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES,

by **MR. DUDLEY CAUSTON.**

MADAME MARIE HOOTON,
The Eminent English Contralto.

MR. EDWARD BRANSCOMBE,
The English Tenor.

FOUR BOY SOLO SOPRANOS,
Leading London Cathedral Chorists.

Box Plan ROBINSON PIANO Co.
Prices \$3, 2 and 1. Concert 9-11 P.M.
Hongkong, 14th March, 1905. [364]

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.
Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.
Send or Bring Your orders.
We guarantee satisfaction.
The Weismann Most Up-to-date Cafe in the Orient.
Hongkong, 17th December, 1904. [40]

THE CHINESE ENGINEERING AND MINING CO. CASE.

CHANG YEN-MAO V. MOREING AND OTHERS.

THE FOURTEENTH DAY.

The hearing of the case was continued on 10th ult., when Counsel further proceeded with the arguments for the defence.

Mr. Haldane, K.C., in concluding his argument, said his theory of the whole transaction was that the real contest was not about Clause 7 of the memorandum. What happened was that in the summer of 1900, in order to avoid the action of the Powers, there had been an agreement executed, under full powers vested in Detring, under which there was a complete transfer of the property of the company.

Nothing else would have been of any use, because the very purpose of the formation of the new company and the transfer to Hoover was to put the company outside the Chinese dominion and vest it in British subjects for the purpose of getting protection. It was contemplated that possession should be taken under the agreement of July 30, 1900. Hoover then came on the scene with the proposed alterations. The object of the alterations was to enable Mr. Hoover to make a profit for those he represented, and therefore it was desirable that he should not be described in the agreement as trustee for the company. With regard to the suggestion that Mr. Hoover came out as trustee for Mr. Moreing, Counsel said that Mr. Moreing was only one of a number of promoters who were anxious to get what they thought they were entitled to. Among these promoters were his Excellency and Detring. Detring had stipulated there should be 50,000 shares for promotion remuneration to his Excellency and himself, and it was evident that Detring suggested there should be part of the capital issued in order to provide for these 50,000 shares, and that other shares should go to the promoters. Mr. Hoover proposed an arrangement to Mr. Detring, which Detring accepted as part of the machinery. His case was that when February, 1901, arrived Chang took exception, not to a particular clause about his position, but he threw over Mr. Detring, to stipulate for something further than the £15,000, and it was over that further sum that the squabble between Chang and others took place. Detring was just as angry with Chang as anybody else, because he thought Chang was going back on the bargain. In the result the supplemental agreement was drawn up by Hoover and Mr. White-Cooper, with the object of putting things right. It was not done for the purpose of altering the basis on which the sale to the British company was to take place, but for the purpose of introducing provisions which would secure to Chang some further money. The construction which had been put on Clause 7 by the plaintiffs was merely a new way of trying to unrip the registration of the company, and get the title out of the people who had bought and paid for the property. The Chinese authorities proceeded on the basis that Chang had sold the property to the British company, and the government on the basis of its property. It was clear on the evidence that Chang knew he was getting the 50,000 shares as profit, but that in China, as here, it was sometimes inconvenient to tell your shareholders everything. On the face of it the Court had only to determine the rights of the parties. But if the Court made the declaration that was asked for it would go forth in China that the English Court had declared that Chang-yen-mao had entire dominion over the property. The Government at Peking would act accordingly and take back the property in entire disregard of the rights of every one. Counsel asked his Lordship either to construe the memorandum and say what it meant, or if any declaration must be made, then that it should be expressly without prejudice to any question of construction. If no construction were to be placed on the document the Foreign Office would be considerably embarrassed. The Court had not to deal with an ordinary case, but one of far-reaching diplomatic significance.

Mr. Levett, K.C., replied on the whole case for the plaintiff, and said the important question was whether this wonderful specimen of Western finance was one which would be sanctioned by the court. The defendants had avoided the whole story. He submitted that the agreement did not authorise the borrowing of any money at all. Mr. Moreing was to form the company and raise the working capital, but that working capital was on the face of it to be capital subscribed on the shares. Money borrowed was not capital in any shape or form. If Mr. Moreing knew that it was the intention to raise a million fully-paid shares it was untrue to say the alterations proposed in the agreement were slight which would enable him to do it. No doubt there was a sort of understanding that there were to be 200,000 "free" shares, but that was a very different thing from what was done—viz., to issue the whole of the 1,000,000 shares as fully paid, the promoters taking 625,000 and saddling the company with a debt of £500,000. Counsel then commented severely upon certain letters, particularly one of November 9, 1900, written by the defendant Moreing, characterising it as dishonest, and claiming that it rendered him liable to an action of deceit. With regard to what had happened after the formation of the company, there had been a deliberate refusal to carry out the terms of the memorandum. The letter stated that a Chinese Board had been created, and that Chang had been made director-general for life. When a person made a statement which was untrue in fact he must give a very good explanation why he made it, and the presumption was, unless he explained it away, that it was made fraudulently. The letter was written with a view to inducing Mr. Detring to agree to the alterations against the new company. He asked for damages for not appointing Chang director-general, and against Mr. Moreing he asked for damages in respect of the watered shares. He asked his Lordship to hold as a fact that the new company deliberately refused to carry out the agreement with respect to the appointment of a Chinese board, and that when Chang left for Germany the whole of the acts of the Chinese directors were ignored. The board of directors had treated it as involving no liability on the company and as having no legal effect. They had practically ignored it. The defendant Moreing had, perhaps, dissociated himself from the course, but he had not resigned his position on the board.

Mr. Levett had not concluded when the Court 1905.

On 11th ult., Mr. Justice Joyce concluded the hearing of the arguments in this action, Mr. Levett, K.C., finishing his reply on the whole case.

He submitted the defendants induced Chang to execute the conveyance by false representations. The only scheme disclosed to his clients was that they should sell the property for 375,000 shares, that £100,000 should be raised by shares and that there should be 200,000 shares as promotion money. He was taking the case as much against himself as possible, because Mr. Hoover said that 200,000 shares was the highest figure mentioned. In the event which happened the old company received 375,000 shares out of 1,000,000 which was little more than one-third of the capital, and the company got no cash at all under the agreement. If the 100,000 had been carried out, there would have been a total share capital of £675,000, and the company would either have had cash or a liability on the shares of £100,000. In that case the old company would own more than half of the shares of the new company. The damages accruing to the old company therefore amounted to £187,500, which he claimed against Moreing and his firm, because the plaintiff was induced to execute the conveyance which enabled the defendants' plans to be carried out. Counsel asked his Lordship to find as a fact that there was no need to raise the £300,000, and that so far from being a benefit to the company, it was a burden. The statement of Mr. Moreing that it was a good bargain was not correct, and could not be sustained. That finished his case against Moreing and against him he asked for an inquiry as to damages. As to the company, counsel submitted that, with the exception of Mr. Moreing, the company deliberately proceeded to get whole and sole control of the property of the company. It was impossible on the evidence to sustain the proposition that they had honestly carried out the agreement. Up to the time Mr. Haldane expressed in Court his willingness to carry it out, they had deliberately refused and neglected to do that. He was going to ask his Lordship to make a declaration simply in the terms of the first clause of the claim with liberty to apply.

His Lordship said nobody objected to that. Mr. Hamilton said he did; most emphatically. His Lordship said, Mr. Levett asked simply for a declaration, and not for an order to carry it out.

Mr. Levett said he asked for a declaration that the memorandum under seal of February 19, 1901, is binding on all the defendants, with liberty to apply.

Mr. Rufus Isaacs: You do not ask for that against Mr. Moreing?

Mr. Levett said he did, because they were parties to the old agreement.

Mr. Rufus Isaacs said he objected to that course. His learned friend formulated his case at the end of the opening, and at the end of the evidence, and there was not a word mentioned of this declaration that the memorandum was binding on Mr. Moreing.

His Lordship dissented.

Mr. Rufus Isaacs said the shorthand notes would show that, except in the pleadings, the declaration against Moreing had not been asked for.

His Lordship said he might not think that the memorandum was absolutely binding so as to raise a claim for damages, yet, still it might be binding to the extent that the defendants were not entitled to retain the benefit of the so-called transfer without carrying out the provisions of the memorandum.

Mr. Levett, in concluding his reply, said that the relief which he asked from the Court was—(1) A simple declaration that the memorandum was binding on the defendants, with the plaintiffs having sustained by reason of fraudulent misrepresentations of the defendant Moreing contained in certain specified letters; (2) an order for the payment of such damages by the defendant C. A. Moreing and his firm; (3) an inquiry what damages the plaintiffs had sustained by reason of the memorandum not having been carried out; and (4) payment of the defendant company of such damages. He asked his Lordship to say that on the letters there was more than enough to convict of deceit and fraud. He did not believe that if the order he asked for were made there would be the slightest difficulty. The learned counsel then dealt at length with the different grounds of defence that had been set up, contending that neither on authority or principle was there anything to prevent the plaintiff from suing in this country. As to the defence of the company that to carry out the provisions of the memorandum would be ultra vires, it was not good in law. There was nothing to prevent a company by its articles appointing a director-general with absolute power to do everything except what was required by statute to be done by the shareholders in general meeting. The real questions were, Had the Chinese company been deceived? And had the defendant company any honest ground for refusing to carry out the terms of the memorandum? If the Court was satisfied that the answer suggested by the plaintiff to those two questions was correct, then the plaintiff would be entitled to damages against the defendant Moreing, and Chang Yen-mao would be able to go back to his own country and satisfy his Government that he was not guilty of the charge which was laid against him, of fattening himself at the expense of his country.

His Lordship said that he would consider his judgment intimating that he would not give it till after this week.—*L. & C. Express*, 17th Feb.

THE FINAL HEARING.

On 11th ult., Mr. Justice Joyce concluded the hearing of the arguments in this action, Mr. Levett, K.C., finishing his reply on the whole case.

He submitted the defendants induced Chang to execute the conveyance by false representations. The only scheme disclosed to his clients was that they should sell the property for 375,000 shares, that £100,000 should be raised by shares and that there should be 200,000 shares as promotion money. He was taking the case as much against himself as possible, because Mr. Hoover said that 200,000 shares was the highest figure mentioned. In the event which happened the old company received 375,000 shares out of 1,000,000 which was little more than one-third of the capital, and the company got no cash at all under the agreement. If the 100,000 had been carried out, there would have been a total share capital of £675,000, and the company would either have had cash or a liability on the shares of £100,000. In that case the old company would own more than half of the shares of the new company. The damages accruing to the old company therefore amounted to £187,500, which he claimed against Moreing and his firm, because the plaintiff was induced to execute the conveyance which enabled the defendants' plans to be carried out. Counsel asked his Lordship to find as a fact that there was no need to raise the £300,000, and that so far from being a benefit to the company, it was a burden. The statement of Mr. Moreing that it was a good bargain was not correct, and could not be sustained. That finished his case against Moreing and against him he asked for an inquiry as to damages. As to the company, counsel submitted that, with the exception of Mr. Moreing, the company deliberately proceeded to get whole and sole control of the property of the company. It was impossible on the evidence to sustain the proposition that they had honestly carried out the agreement. Up to the time Mr. Haldane expressed in Court his willingness to carry it out, they had deliberately refused and neglected to do that. He was going to ask his Lordship to make a declaration simply in the terms of the first clause of the claim with liberty to apply.

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His Lordship said that he would consider his judgment intimating that he would not give it till after this week.—*L. & C. Express*, 17th Feb.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 101
Do demand 107 7/16
Do 4 months' sight 103
France—Bank T.T. 234
America—Bank T.T. 234
Germany—Bank T.T. 191
India T.T. 139
Do demand 139
Shanghai—Bank T.T. 714
Japan—Bank T.T. 914
Java—Bank T.T. 1124
Buying.
4 months' sight L/C. 1101
6 months' sight L/C. 1103
30 days' sight San Francisco & New York 46
4 months' sight do 46
4 days' sight Sydney and Melbourne 111
4 months' sight France 138
6 months' sight 140
Bar Silver 195
Bank of England rate 21 2

TO-DAY'S EXCHANGE.

Malwa New @ 1,150
" Old @ 1,180
" Older @ 1,275
" Oldest @ 1,360
Patna New @ 1,137
Benares New @ 1,075
Persian (Paper) @ 280/910

TO-DAY'S EXCHANGE.

Malwa New @ 1,150
" Old @ 1,180
" Older @ 1,275
" Oldest @ 1,360
Patna New @ 1,137
Benares New @ 1,075
Persian (Paper) @ 280/910

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Hayes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Offices of the General Agents, on THURSDAY, the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 23rd March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [322]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Offices of the General Agents, on THURSDAY, the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 23rd March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [321]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 25th March, 1905, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd March, to SATURDAY, the 25th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1905. [349]

CAMPBELL, MOORE AND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Company's Office, No. 29, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 31st March, both days inclusive.

By Order,
M. A. A. SOUZA,
Secretary.
Hongkong, 15th March, 1905. [373]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

**DOUBLY DISTILLED
AND OF
MATURED AGE.**

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.
Hongkong, 11th May, 1904. [53]

Intimations.

**YOU WANT
PROVISIONS
AND
WINES
IN
1905.**

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR
SCOTCH
WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

132

WINE
AND
SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

SANDEMAN BUCK & CO.'S

SHERRIES.

per dozen,
quarts.

Sandeman's Light dry Sherry ... \$14.00

Sandeman's Very pale dry Sherry 20.00

Sandeman's Dry pale nutty Sherry 26.00

Sandeman's Fine old brown Sherry 39.00

Absolutely the finest obtainable in

Hongkong.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 3rd December, 1904.

(33)—C

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Yee Street, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportionally, are delivered free when the address is accessible to messenger. In copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 10th March, at Nassim Lodge, Tanglin, Singapore, the wife of EVELYN C. ELLIS, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 21, 1905

HONGKONG'S WATER SUPPLY.

HOPE FOR THE HOUSEHOLDER.

In the course of a paragraph which appeared in yesterday's issue in connection with the heavy rainfall of the past few days, it was observed that there was one consolation for those who grumbled at the wet weather, namely, that the reservoirs would soon be so plentifully replenished that a water famine would be rendered impossible, and that a continuous supply might be soon expected. With the object of obtaining an official statement on the subject, a representative of the *Hongkong Telegraph* visited the Director of Public Works to-day, and some curious facts were elicited.

Since the present rainstorm began, there has been up to yesterday morning a fall of 3.79 inches—according to the Public Works Department. The Observatory officials, however, give the figure as 4 inches, but the difference is explained by the fact that before the rainfall reaches the reservoirs a considerable quantity of rain has been absorbed by the ground and vegetation.

But when rain first begins to fall after a period of drought only some 40 per cent. of the water is caught by the reservoirs, the remainder being absorbed by the thirsty ground. Should the rain continue, the vegetation and ground become saturated and the percentage of water which reaches the reservoirs increases until anything between 60 to 80 per cent. of the rainfall falls into the reservoirs.

The question which affects the average resident in Hongkong is not the dry statistics connected with the rainfall, but the probability of the present diminished supply of water for four hours a day being changed to a constant supply. We were given by the Director of Public Works. The normal daily amount of water used between four and four and a half million gallons. When the supply is restricted to one of four hours' duration, the amount of water used is about two-thirds of the normal—or, practically speaking, over three million gallons. In one-sixth of the time when a constant service is in operation, householders and others manage to draw off nearly as much as they would in the course of a full day's supply.

The idea that the supply might be increased from four hours a day to six hours was therefore out of the question, for in that time, residents would succeed in carrying off a normal day's supply—probably more, in the anxiety to fill every jar and bucket that could be used to contain water. The total capacity of the reservoirs is about 630 million gallons, and it is only when the quantity at the disposal of the authorities has fallen to 150 gallons that the Public Works Department deem it advisable to limit the daily supply. Up to the present the water in the reservoirs has greatly increased, but the quantity obtained is not yet sufficient to allow a full day's supply being granted.

The Director of Public Works was asked—"How long would it take from the present time—provided that the rainfall continues—before a constant supply could be granted?"

Mr. Jones replied that if the rainfall continued at the present rate a constant supply might be turned on next week.

Those who wish to see the normal supply of water again placed at the disposal of the public can only wish that the rain may continue for a week or more, and endure the discomforts of wet feet and disagreeable conditions generally as best they can.

LOCAL AND GENERAL.

*The concluding arguments of Counsel in the Chinese Engineering and Mining Co. case are printed on the third page.

THE General Officer Commanding will make his annual inspection of the H. K. S. B. R. G. A. on Whitfield Barracks Parade Ground at 9.40 a.m. on Monday, 27th inst.

DURING the fortnight ending March 14th, 3,011 houses were line-washed throughout under the superintendence of officers of the Sanitary Board.

MR. Wen Pu, Secretary of the Chinese Legation in Paris, recently appointed Chargé d'Affaires in Madrid, has, on the proposal of M. Delcassé, been nominated Knight of the Legion of Honour.

THE Manila *Cubnews* of 15th inst. says that the lusty sons of John Bull were out in force before the prosecuting attorney Tuesday afternoon, Mr. Lee being the most conspicuous of the lot. They represented a great part of the force of A. S. Watson's men, being up on examination concerning their contracts with the company.

A CASE of plague, the twenty-second since the beginning of the year, is notified as having occurred in the Colony since noon of yesterday. The case was found to have been imported from Canton.

AMONG the passengers due to arrive here by the next German mail steamer are Mr. G. L. Tomlin, and Mr. and Mrs. W. G. Tucher, Inspector W. S. Warnack is coming on the English mail boat due here on Friday.

IT is said that one of the late C. Pinson and Co.'s launches, bought by the China Borneo Co., have been let to the Suro-ming Coal Co., Sandakan, at \$500 a month. The present owners are to be congratulated on their foresight.—*Straits Times*.

ON the 13th inst., five Harlins (Literary Doctors) and two Censors, who are all natives of Kiangsu, submitted a joint memorial in connection with the formation of the new province Kiang Hui. An imperial rescript was subsequently issued, ordering the Department of State affairs to consider the memorial, and to present a thorough report of same.

GENERAL Sir Ian Hamilton, who, as announced in our columns the other day and who recently passed through the Colony on the German mail steamer, will break his journey at Colombo and will cross over to India to confer with Lord Kitchener, after which he proceeds to England to assume command of the Second Army Corps.

MAJOR-General Villiers Hatton, C.B., Commanding in South China, accompanied by Major A. A. Chichester, D.S.O., Chief Staff Officer, will proceed to Shanghai on inspection duty on the 29th inst. During the absence of the G. O. C. Colonel W. G. B. Western, C.B., and Royal West Kent Regiment, will be in command of the troops.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 19th March, 1905.

	Library	Museum
Non-Chinese.....	290	134
Chinese.....	114	3,068
Total.....	404	3,202

THE King has been pleased to give and grant unto John Edward Foley, Esq., Traffic Manager of the Imperial Railways North China, His Majesty's Royal licence and authority that he may accept and wear the Insignia of "Cavaliere" of the Crown of Italy, conferred upon him by H. M. the King of Italy in recognition of valuable services rendered by him to His Majesty.

OFFICIALS of the Tariff Reform League are hardly likely to be entrusted with the secrets of the Cabinet, says a usually well-informed home journal, but an extraordinary rumour is current among the professional workers employed by that body. It concerns the next Budget, and it is said to be connected with the duty on tea and at the same time propose a preference to Indian tea as against tea imported from China. To use the phrase employed by one of the Tariff Reform League officials to-day, "The public requires 'educating' up to Mr. Chamberlain's policy, and the suggested change is likely to be a useful kind of lesson."

R.E. VARIETY CLUB.

DRAMATIC ENTERTAINMENT.

Notwithstanding the inclemency of the weather and several counter-attractions, the Royal Engineer's Theatre, in Wellington Barracks, was fairly packed last evening when the Variety Club raised the curtain for the first of three dramatic, vocal and instrumental entertainments. All the arrangements had been placed in the hands of Q. M. S. Hunt and Staff Sergeant Ménage, R.E., and their efforts met with unqualified success. The theatre is a pretty little place, well-kept, and is well supplied with all kinds of scenery. The entertainment opened with the overture, "San Souci," performed by the Band of the Royal West Kent Regiment, and was followed by a comedieta, entitled, "A Happy Pair," the dramatic personae being Staff Sergeant A. T. Walston, R.E., as Mr. Honeyton, and Mrs. Watkins, wife of Captain C. M. F. Watkins, R.E., as Mrs. Honeyton, both being extremely good and vastly entertaining. The band afterwards played a selection of Tosti's songs, which were admirably rendered, and was followed by Q. M. S. Bacon, R.E., with "A Bedouin Love Song," excellently sung. Mr. H. W. Ray followed with the well-known song "The Happy Land," and was vociferously encored. The instrumental trio by the Passaros had, unfortunately, to be abandoned, although, it is expected it will be given to-night. This may also be said of Mrs. A. R. Fullerton's song "Cavatina," this well known vocalist being unable to be present last night. "My Country Cousin," as rendered by S. S. A. T. Walston was deservedly "encored," while Mr. J. H. Oxberry's skits on "Falstaff" were intensely amusing and the audience demanded a repetition. In the soliloquizing scene from "Hamlet," Mr. F. Winkelselt was particularly good as the Prince of Denmark. Master Willie Hunt was encored for his contribution, after which the Band brought the first part of the programme to a close. The curtain subsequently rose on another comedieta in one act, entitled "Change Partners," which was full of innocent mirth and fun, and in which the following took part, and did extremely well:—S. S. A. T. Walston, R.E., (*Sir Fulsful Gust*); Lt.-Col. D. S. Mann, R.E., (*Charles Gust*); Miss Marion Clarke, (*Mrs. Somerton*); Mrs. G. Smith, (*Flo*); and S. S. E. J. Ménage, R.E., (*Parker*).

The piece went well and was quite deserving of the loud plaudits of those present. To-night will be staff night, when the G.O.C., C.R.E., and officers R.E. will be present at the entertainment.

NEW PEAK TRAMWAY.

ADVANTAGES OF THE SCHEME.

DESTRUCTION OF THE FERNERY AVOIDED.

Within a few weeks, it is probable that the Petition for permission to build a new electric tramway to the Peak will have been sanctioned by the Legislative Council and active operations commenced on a scheme which promises to afford as much benefit and pleasure to the residents of Hongkong as the present High-Level Tramway. It seems a far cry to-day from the time, in 1881, when Mr. Alexander Findlay Smith first brought a scheme for the construction of a high level tramway under the notice of the Government; but still more noteworthy of the change in public feeling is the acquiescence of residents generally in the feasibility of the proposal and their desire to help forward a movement which is destined, there cannot be the slightest doubt, to create another minor revolution in the social life of the community. Many and various trials lay before Mr. Findlay Smith when the present Peak Tramway was first proposed. It was hinted that the Peak would become a sort of public green, where all and sundry would disport themselves to the annoyance and inconvenience of those privileged individuals who considered that the Peak practically belonged to them, by right of priority of possession. But those days are past, and where formerly there were merely a few houses scattered here and there, difficult of access and removed almost from the world, there is now a collection of villas and mansions which are not only a credit to the Colony, but add to the picturesque of the Peak. Then it was argued that such a tramway would prove a perpetual source of danger to the passengers, that it was impossible to navigate a car up such steep gradients as those suggested should be followed, that nobody would patronise the cars, and indeed, that the whole scheme was chimerical and unworthy a second thought.

But ably assisted as Mr. Findlay Smith was and impelled by a full share of "Saxon doggedness and Scotch pluck and perseverance" (as one newspaper of that day described it) he proceeded in spite of all opposition to carry out his ideas, and the result is evident to-day.

The route of the new Peak Tramway has, previously been described, and little need, he said on that point at present, beyond this that it is proposed to start the track at Ice-house street, and proceed by an easy gradient past Sir Paul Chater's new house to the Peak, the terminus there being close to the terminus of the present Peak tramway. In setting forth the benefits which would accrue from the adoption of his first scheme Mr. Findlay Smith enumerated certain facts which have the same bearing on the new tramway as they had on the old. For instance, he then stated:—

"The advantages, especially to the business life of the Colony, of a line of tramway on Queen's Road, need no demonstration. As to scheme B [the scheme finally sanctioned] your petitioner respectfully submits that, if carried out, it would

"Firstly—Render valuable Crown lands now unproductive.

"Secondly—Afford important facilities for ready means of access to the Military Sanatorium now about to be constructed. In this connection may be suggested the not altogether conjectural contingency that, with a regular tramway service to the Peak, it might become advisable, for economical and sanitary reasons, to bar back the greater portion of the Garrison on the higher grounds, in which event the Government would reap considerable benefit from the diversion to commercial uses of the extensive property now occupied by the military.

"Thirdly—Open up the coolest and most attractive parts of the island to residents and visitors.

"Fourthly—Add largely and beneficially to the over-crowded residential area of the Colony.

"Fifthly—Establish communication with the outposts of Aberdeen, and villages on the southern side."

These are facts which remain the same to-day as they were 20 years ago. When the tramway was finished in 1886 all opposition was forgotten in a chorus of praise. But success in the first instance only stimulated the projector to fresh energies and he began to draft out a scheme for a second tramway which, while it should not be a replica of the first, should embody all the advantages offered by the first, and at the same time open up a new district. Seven years ago he first presented a scheme of the sort to the Government, but during those years he has developed and perfected his plans so that they are now practically ready for the engineers.

Recently Mr. Findlay Smith returned from his eleventh trip round the world, and in the course of his travels he has visited every known mountain railway. He has conversed with the most expert engineers in the world, and now his plans for a new electric car to the Peak are ready.

The new tramway will embody all that is latest in mountain tramways, with many special ideas in the matter of construction which have been thought out and invented by Mr. Findlay Smith himself. The new tramway will not be a copy of the old one inasmuch as it will have a great many modern improvements rendering it suitable not only for present-day requirements, but also for the requirements of the future. It will run over an unoccupied piece of land, the scenery of which is unrivalled in the Colony, and before many years are past we may expect to see a new crop of villas and mansions in the air, where the fabled city worker can retire after his day's duties and return each day recuperated, and ready for a hard day's toil.

The seating arrangements are to be on a new and improved principle. They will permit the passenger to enjoy the vista from all points of view, at the same time giving the maximum of comfort with the minimum of strain. The cars will be lighted by electricity. An ingenious device which is the invention of Mr. Findlay Smith, has been arranged, whereby the light is obtained through an apparatus hanging from the car and connecting with a wire running along the centre of the track.

It was suggested at first that the railway would pass through the public gardens and destroy the Fernery and palm trees (which are not palm trees according to a well-informed writer) but we believe that a hint about a short tunnel is mooted which readers may accept for what it is worth. The grades will be easy; there will be no sharp turnings, but long sweeping curves. In fact, the new tramway is to be the latest thing in tramways and should prove a boon and a blessing to the Colony. It only remains now for the Government to sanction the scheme and work will then proceed without delay.

FIRE IN WING LOK STREET

THIS MORNING.

Considering the present state of the weather one would hardly expect an outbreak of fire to assume very great proportions, and yet what promised to be a very big conflagration last evening was, unassisted by much rain, happily nipped in the bud by the efforts of the Fire Brigade, under Chief Inspector Baker. The Central Station was apprised of an outbreak at 2.30 a.m. to-day, and Chief Inspector Baker and the Brigade were soon on the scene, when it was discovered that a fire had broken out in the shop of an iron and brass dealer, at 113 Wing Lok Street, a somewhat crowded locality. The fire originated on the first floor, and soon spread to the upper storeys where the shop *l'ais* resided, and who were all, it is stated, in bed and asleep at the time of the outbreak. These men were woke up by the smoke, and although they made good their escape by the back of the house they lost all their belongings. The first floor was not greatly damaged as there did not appear to be much of an inflammable nature there, but the upper storeys and the back premises were completely burnt out, only the bare walls being left standing. The cause of the outbreak at such an hour could not be ascertained, nor could the extent of the damage done so far be learned. Insurance had been effected with the London and Lancashire Fire Insurance Company for \$13,000, and for lesser sums with Chinese companies. The fire was got under by about 4.30 a.m. and all fear of a recrudescence being at an end most of the firemen returned to quarters just in time to hear the five o'clock gun fire.

THE DALLAS-BANDMANN OPERA COMPANY.

"THE DUCHESS OF DANTZIC."

The "Duchess of Dantzig," which Mr. Dallas produced at the Theatre Royal last night, before a good audience considering the rain, is of a totally different order to the merry skits on private life we have been witnessing for the past three weeks. A full description of the action of the piece has already appeared in these columns. It takes place partly in that period when Napoleon, a young lieutenant, was striving for Empire, and introducing scenes from *Sans Gêne*, the famous Rue Royale *blanchisseuse* portrayed by all the leading emotional actresses for a couple of generations. The main theme is stuck to throughout, and in no sense could the piece be described as musical comedy although a lot of witty and sarcastic dialogue falls to the share of *Madam Sans Gêne*. The production is worthy of Mr. Dallas' best efforts, and the scenery, especially the Gardens of the Palace of Fontainebleau, and the Throne Room at the Tuileries, are really magnificent stage settings. Furthermore, the costumes are most costly and beautiful. It is perhaps safe to say that the "Duchess of Dantzig" is the best of the many delightful pieces this talented

The piece is additionally interesting from the fact that both Mr. and Mrs. Dallas return to the boards. Few would recognise the volatile Mr. Dallas as the melancholy dreaming lieutenant of artillery. His make-up was very good, though of course he is somewhat taller than the little corporal is popularly supposed to have been. In the second part, as Emperor, he looks the character even better still and his severe tones in dealing with *Sans Gêne*, whose vulgarity has piqued him, and who, having been raised to the rank of *Duchess of Dantzig*, he orders her husband to divorce her, are most dramatic. There are all kinds of pathetic scenes, well carried out and in keeping with the spirit of the period. Miss Henry Dallas essayed the difficult rôle of *Catherine Uppescher*, or *Madam Sans Gêne*, and fulfils her comprehensive task with great credit. In the first place it is not a nice part to play. But in her hands the famous washer-woman is made to represent a motherly, fearless, and loving wife. Her scene in the last act, when she reconciles Napoleon to reason, was deeply pathetic and natural. Mr. C. F. Cooke has a fine part as *Marshal Lefebvre*, husband of *Sans Gêne*, and it is not at all to be wondered at that he should turn all his opportunities to the best account. His fine voice and commanding presence stand him in good stead, and last night he presented the *beau idéal* of a military officer of experience, to whom honour and loyalty are as life itself. Mons. André Kaya, who has likewise been out of the bill for a week or so, re-appears as *Adenauer*, the son of a Royalist Count, wounded at the capture of the Tuileries, and who for the space of fifteen years is rendered and tended by *Madam Sans Gêne*, and has some excellent songs which he sings in his well known forceful style. The love duet in which he is supported by Miss Queenie Strachan, an Imperial ward, with whom he is in love, "Fountain, Fairy Water," was received and encored vociferously. The refrain is entrancing. Mr. Edgar McIntyre supplies the bulk of the light element as *Popillon*, in the first part a pedlar, and in the second raised to the rank of Count milliner. Mr. Frank Cochrane has only a minor part as *Grand Chamberlain*, whilst Messrs. Edgar Ronalds, Jamie Dallas and Percy Haydn capably handle the small parts for which they are cast. Miss Violet Frampton, as the *Empress Josephine*, has nothing to do except to look stately and beautiful, which she had not the slightest difficulty in doing. Miss Rachel Kemp made a charming lady's maid, while the Misses Luscombe and Hunter put all the spice and venom they could into the parts of Napoleon's ill-bred sisters. The songs, not intensely numerous, were almost without exception well rendered and the music much above the standard of present-day musical comedy. There were also several extremely pretty dances, particularly a minuet in the last act. Miss Jessie Williams also contributed one of her artistic solo dances for which she was much applauded, and flowers taken as a whole, must be regarded as a great historic triumph for Mr. Dallas, and he is to be congratulated on his complete knowledge of stagecraft. "The Duchess of Dantzig" will be given again to-night, and to-morrow night, and it will worth a visit.

NAVAL NOTES.

The British battleship *Ocean*, *Centurion*, and *Andromeda* left for Mira Bay this morning.

U.S. TORPEDO FLOTILLA ARRIVES.

Shortly before noon to-day the United States fleet ship *Wilkes*, accompanied by a flotilla of torpedo boats belonging to the North Pacific Station, arrived in port from Manila and saluted the flag of the Rear Admiral. The torpedo boats are the *Chauncey*, *Barry*, *Decatur*, *Bainbridge*, and *Dair*. The U.S. transport *General Alava* also came with them, and will be going into dock.

The British cruiser *Amphitrite* left for home this morning on the completion of her commission. There was the usual band playing and cheering from the departing ship and those remaining on the station.

The cruiser *Iphigenia* has returned from the Paracels whither she conveyed the *Progress* to the scene of the stranding of the *Shrewsbury*. There was no trouble on the part of the native pirates.

HOMEWARD BOUND.

[From a Correspondent.]

Singapore, 13th March.

The battleship *Revenge* arrived here from Hongkong at two o'clock this afternoon and at once prepared to take in 500 tons of patent fuel. She made a very pleasant passage down, and the ship's company noted a marked change in the weather day by day. Twenty-four hours from Hongkong we lost all that unpleasant, muggy weather that prevailed at the Northern port, and the temperature gradually rose until 88° to 90° in the shade reached, a heat that was, fortunately, tempered by a pleasant breeze from the S. The battleship has undoubtedly kept up her motion as a good steaming ship, and making only 66 revolutions in her propellers, which is supposed to give a uniform speed of 11 knots, the results have been on an average over 12 knots, say 12.3 per hour. Owing to having small and poor coal aboard the expenditure has been rather more than the average, showing about 120 tons per day, which works out to 2.4 knots per ton of coal. With good Welsh coal the average for 66 revolutions would only be about 70 tons per hour. The invalids, of whom we have about 30, are all doing well and the four men suffering from brain disease seem much more rational, and are progressing favourably. At forenoon to-day we endeavoured to get into wireless communication with H.M.S. *Thetis*, but were not successful until arriving some fifty miles from the ship. Subsequently, we met her flying the paying off pennant in anticipation of being relieved by H.M.S. *Bonaventure*.

Later.

We were disappointed yesterday owing to the non-arrival alongside of coolies for coaling operations. According to station regulations none of our own men are allowed to work in coal lighters alongside at Singapore, the operations always being performed by coolie labour. It is to be regretted that no means appreciated in the engine room department as it is bad stuff to handle because of the tar used in its composition, and which sticks to the hands and arms, while the dust flies about and adheres to any exposed parts of the body, and when the heat from the fires reaches it a nasty blister is raised. At any rate we made a start with the coaling operations on Tuesday morning and will soon make short work of the 500 tons. It has been decided to increase the speed of steaming after leaving Singapore and we shall have 16 boilers going, which should give an average rate of 14 knots. We leave here for Colombo at six o'clock this evening.

INSPECTION OF THE ARMY SBAVICK CORPS.

At 9 a.m. to-day H. E. Major-General Villiers Hatton, G.O.C., inspected the Army Service Corps, on their parade ground at C Block, Queen's Road, and expressed himself entirely satisfied with the general appearance and turn out of the men. There were no evolutions, and after the inspection His Excellency visited the quarters of the corps where he found everything most satisfactory, and congratulated the men on their own appearance and that of their quarters.

THE Central News Agency wiring from Paris, an Englishman whose name is given as Frank Gove and who is stated to hold an official position in China became acquainted at one of the best hotels in Nice with two Americans who succeeded in gaining a knowledge of his financial position. Mr. Gove, with his wife, was at Monte Carlo and he was there robbed of 20,000 francs, the thieves, it is alleged, being the two Americans.

A LONDON correspondent is informed that the Irish party will this session unite with the Liberals in every attempt to turn out the Government. They have no more to expect from the Government, and besides, the prospect of a scheme of redistribution puts the Irish members in a position of virulent and irreconcilable hostility to the Government. The attendance of the Nationalists up, at least, to Easter, will be much larger than it was last session, and this, of course, increases the dangers of the Government. The course of Mr. O'Brien and Mr. Healy is somewhat uncertain, but if redistribution be part of the Government programme they will go with the rest of the party in their efforts to drive the Ministry out of office.

SHIPPING AND MAILS.

MAILS DUE.

English (*Sinla*) 24th inst. 6 a.m.
American (*Coptic*) 26th inst.
German (*Prins Regent Luipold*) 28th inst.
Canadian (*Tartar*) 29th inst.
German (*Prins Bittel-Friedrich*) 29th inst.

The Mogul Line s.s. *Athol* from Glasgow and Liverpool sailed from Singapore to-day for this port.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

[From Our Own Correspondent.]

Bombay, 21st March.

The P. & O. Co.'s mail steamer left Bombay this morning with about 272 chests of Malwa opium. Prices are as follows:—

Malwa (New) .. Rs. 1,550
" (Old) .. " 1,750
" (Older) .. " 1,850
" (Oldest) .. " 1,950

[Reuter's.]

The War.

PRAISE FOR KUROPATKIN.

LONDON, 19th March.

The St. Petersburg press is changing tone, and now demanding the prosecution of the war. It praises Kuropatkin's energy and determination in the face of overwhelming difficulties, and approves the appointment of General Linievitch to the chief command.

ANOTHER RUSSIAN LOAN.

Reuter's St. Petersburg correspondent wires that negotiations with the bankers (Russian?) for a five per centum internal loan of two hundred million roubles are virtually concluded.

U. S. Minister to Korea.

Later.

Mr. Edwin Morgan has been appointed United States Minister to Korea.

Revolutionary Organization Discovered.

The secret police of Moscow have discovered a revolutionary organization, and have seized a store containing infernal machines, explosives, and correspondence relating to the plot to assassinate the late Grand Duke Sergius.

Togo's Work.

Writing of the destruction of the Russian fleet at Port Arthur, the Tokyo correspondent of *The Times* states:—

Whatever Togo reports professionally the nation believes implicitly, and, besides, he has the reputation of being the keenest sighted man in the navy. He alone detected the nature of the *Petropavlovsk's* catastrophe. His officers standing beside him on the bridge of the flag-ship had no certain knowledge of the Russian war vessel's terrible fate until Togo turned and announced it. So soon, then, as he published a responsible statement of the things seen with his own eyes everyone was convinced. Immediately afterwards appeared his general order announcing that no longer need any watch be kept for a sortie by the enemy's fleet. This document was couched in language well calculated to win the applause of Togo's countrymen. The educated Japanese is before everything a stylist. By drawing on the almost limitless treasures of the ideographs he obtains delicacies of diction and refinements of meaning which, without suggestion of effort, indicate perfect familiarity with the classic medium. Probably Togo supplied the skeleton only of his order; an erudite secretary furnished the flesh and blood. However that may have been, the order presented itself to the nation in a form which an English translation almost outrages. Everything that had to be said was said by it in the most direct and shapely style, without the least shadow of boastfulness and with entire self-effacement. Especially commendable was the high and generous tribute paid to the sister-service. It was the army that Togo placed in the forefront of his story, and it was to the army that he referred in describing the sequel and his own and arduous operations, "the destruction of almost the whole of the enemy's fleet in these waters." Such soldier-like altruism delighted his countrymen.

Many people are accustomed to credit the Japanese with exceptional astuteness; to ascribe to them intimate and unerring knowledge of everything they are concerned to know about conditions in Europe and conditions in Asia. Certainly so far as intelligent industry can instruct them, they are instructed. But they have their limitations. They did place so little faith in Europe's almost unanimous declaration of confident predictions with regard to the Baltic Fleet. They did question whether it would be despatched, and they did doubt whether, if despatched, it could accomplish the voyage eastward. Least of all were they prepared to learn that, at whatever power's port the fleet touched, it would find benevolent neutrality. When Power after Power allowed the Baltic ships to use its waters for purposes of coaling and provisioning, the Japanese began to say that all Continental Europe sided with their enemy, and when the St. Petersburg journals elaborately thanked England for facilities granted at the passage of the Canal, some Japanese were uncertain whether to be amused or bewildered. So long as the Port Arthur squadron remained in being, much was heard about this elastic neutrality; especially about what France had shown herself ready to do, and about what Holland seemed likely to do. For if, when the time came for encountering the Baltic Fleet, five battleships and three strong cruisers were ready to emerge from Port Arthur and co-operate with Roshjevsky, a very grave situation would have existed for Japan. Therefore, from the moment that Togo was able to announce "the destruction of almost the whole of the enemy's fleet in these waters" a double sense of relief was felt: first, because a great danger had been averted; and, secondly, because the troublesome question of assistance rendered to the Baltic ships on their voyage lost much of its practical interest, and became in part academic. It is easy to see that Togo is the hero of the war in the eyes of his countrymen. They recall the words of the *Jiji Shimpō* at the outbreak of the struggle:—"If we are to have a Waterloo, we must first have a Trafalgar."

THE CRIMINAL SESSIONS.

The business of the Sessions was concluded to-day at the Supreme Court, before the Chief Justice, Sir Henry S. Berkeley.

THE MANSLAUGHTER OF A SHIPMATE.

THE EXTENT OF PROVOCATION.

Mannel Ernandes, a Spanish sailor, of the sailing ship *King George*, now in the Harbour, was indicted for the manslaughter of a shipmate, named Theobald Olsen, in the waters of the Colony, on the 14th instant.

He pleaded not guilty, and the following jurors were sworn: Messrs. C. M. G. Burne (foreman), J. D. Kinnaird, T. E. Collings, J. Fisher, C. G. Brückner, W. F. Muir, and D. E. Clark.

The Hon. the Attorney General (Mr. F. H. Sharp K.C.) prosecuted, and in outlining the case, said there was no doubt that the deceased struck the accused before he threw the knife.

Mr. Olsen, seaman of the *King George*, was called and said he was present when a quarrel occurred between the prisoner and the dead man, about a week ago. They were all having supper in the fore-castle. Prisoner said he had used a certain filthy phrase to the third mate, when the deceased called him a liar. Prisoner called him a liar, and after using a lot of filthy language got up and struck prisoner in the face. He fell down on a bench on which he was sitting, with the dead man on top of him. Prisoner drew his sheath knife and stabbed Olsen in the groin. Both men then ran out of the fore-castle, deceased making his way to the Captain's cabin aft.

George Erdwin, a German sailor, whose evidence was interpreted by Chief Detective Inspector Hanson, gave evidence almost similar to that of the last witness. Prisoner, after leaving the cabin, and seeing blood upon the knife threw it overboard.

James Herbert, an old sailor, likewise was called and corroborated the prisoner's testimony. The two men had never been able to agree ever since they joined the ship. He asked prisoner what he used the knife for, but he made no reply. He went aft to assist to dress the wound of the deceased. The man died about an hour afterwards.

Captain James Curtis White, of the *King George*, said the deceased came to his cabin, holding his hands to his groin. Witness said, "Who did this?" and deceased replied, "Manuel," which was the name prisoner went by on the ship. Witness sent for a doctor, from one of the ships in the Harbour, but nothing could be done as the wound was too serious, and death took place shortly after his arrival. Deceased was about 17 years of age, but a better man physically than the prisoner. The prisoner had borne a good character on the ship.

Dr. William Hunter, chief of post mortem examinations, spoke to examining the wound which was an inch and a half long and four inches deep. It was a fatal wound from the start, and must have been caused by a very sharp knife. It was very difficult to say how old the deceased was.

P. C. Wilden, of the Water Police, spoke to being summoned on board the sailing ship on the evening of the night in question when the Captain gave the prisoner into his custody. Prisoner had a nasty mark over his right eye.

Mr. N. G. Nolan, the Court Spanish Interpreter, deposed to taking the statement of the prisoner at the Central Police Station.

The Hon. Attorney-General read the statement which amounted to a confession. He made the same statement before the Magistrate.

Prisoner now said he agreed with all the witnesses had said.

His Lordship, in summing up, said that from the evidence it was abundantly clear that the prisoner drew his sheath knife and stabbed the deceased in the groin, severing thereby the great artery and inflicting a mortal wound. It was given in the course of a contest between the two men, which arose out of a previous altercation between them. *Prima facie* all unlawful killing was murder, but that offence might be reduced to manslaughter according to circumstances. The crime charged by the Crown against the prisoner was the lesser crime of manslaughter, and the reason why was that the deceased came by his death deliberately, yet the act was done under circumstances of great provocation arising from a blow, which the deceased had previously struck. It has been held, and it is the law, that if a person upon receiving a blow, replies by striking the man, and death results, that is manslaughter, if it can be properly considered that the blow was the result of the provocation previously received. Had the provocation been a pretext it would have been murder, but on the evidence in this case, manslaughter was the proper charge. It had been held that no provocation could render homicide excusable, but it could reduce it to manslaughter. It might excuse a crime, and if the provocation was extremely grave the punishment might be practically nil.

The jury after a brief deliberation found the prisoner guilty.

His Lordship, in passing sentence, said he was satisfied from the evidence that the deceased was a bully, and was bullying the prisoner on that occasion. In one sense he brought his death upon himself. He evidently dealt the prisoner a heavy blow, for he knocked him down, and for some time he bore the mark of the blow in the face. It appeared also from the evidence that the deceased was a bigger man than the prisoner, yet for all that it did not justify him in his act. He could have complained to the Captain, but instead, in the heat of passion, he stuck a knife into the man. He (his Lordship) always had sympathy with a man who had been struck in the face, but that sympathy did not extend to one who used a knife. Prisoner was a very young man, just starting out in life and this he took into consideration. He would sentence him to three years' imprisonment with hard labour, and he only hoped that it would be a warning to the prisoner all his life never under any circumstances to draw a knife again.

The Court rose at noon.

ACTION AGAINST A SHIPPING COMPANY.

At the Civil Summary Court this morning, before the Police Judge (Mr. T. Sercombe Smith) the Yee Wo Cheong firm sued the Eastern and Australian Steamship Company, Limited, for \$1,000 in respect of short delivery of sandal wood consigned to plaintiffs by defendants' steamer *Empire*.

Mr. H. N. Ferriers (instructed by Mr. R. A. Harding) appeared for the plaintiff, and Mr. H. E. Pollock K.C. (instructed by Messrs. Johnson, Stokes and Master) was for the defence.

Evidence was called in support of the claim that the delivery was short, and considerable time was occupied in comparing marks and numbers of the prices received, as compared with the marks and numbers on the Bill of Lading.

One witness, who was superintending the reception of the cargo, found the shortage to be fifty-five piculs and thirty catties. He reported the matter to his hon. and Messrs. Gibb, Livingston and Company were informed of it. He added that he found out the shortage at the time of delivery on his lighter from the defendants' lighter.

Mr. Pollock: He did not receive any sandal wood from the *Empire* direct, but all from defendants' lighter. He estimated the value of the shortage at about twenty dollars a picul. He had never reported that about two hundred piculs were missing. He had stuck to the figures fifty-five odd, all through. He never took delivery of any sandal wood after dark. He was responsible to his hon. for the safe delivery of the wood. He stayed all night on his lighter to guard the cargo. He reported the shortage to a European at Messrs. Gibb, Livingston's office.

The further hearing was adjourned.

A GRAVE QUESTION

BEFORE THE SANITARY BOARD.

At the usual fortnightly meeting of the Sanitary Board this afternoon, with Dr. F. W. Clark, President, *vice* Dr. J. M. Atkinson (proceeding home on leave) in the chair, the Hon. the Registrar-General submitted a minute suggesting certain amendments to the existing Cemetery bye-laws, under Ordinance of 1903, respecting bye-laws A. 4 and 7, and B. 14 and 16, concerning which he wrote, "These bye-laws provide for the digging of graves to a depth of seven feet, and for the covering of the surfaces with *chunnam*, among other substances. The first provision causes unnecessary labour and expense in digging the grave, and is directly opposed to the teachings of sanitary science. The second provision is also insanitary, as the *chunnam* forms an impenetrable covering. The bye-laws should, in my opinion, be amended by changing the word 'seven' into 'five,' and by leaving out the word *chunnam*. The undertakers' licences, a copy of which is appended, should similarly be altered by changing 'not less than six English feet' into 'not less than three English feet.' The licence in question provides that, every grave be dug to a depth throughout of not less than six English feet from the ordinary surface of the ground to the uppermost side of the corpse or coffin therein deposited."

The Medical Officer of Health intimated:—I am not disposed to recommend the Board to amend the Cemetery bye-laws on the lines indicated by the Hon. the Registrar-General. It must be borne in mind that Cemetery bye-laws are framed primarily to preserve the purity of the atmosphere, and not necessarily to procure the most speedy decomposition of the dead body. The burial of corpses close to the surface invariably leads to the contamination of the atmosphere by the gaseous and other products of decomposition, and this is especially liable to occur in cemeteries such as we have in this Colony,—built on the side of a hill,—so that a heavy rain-fall may, at any time, remove a layer of the surface soil, especially in recently filled graves, and so expose the coffins if they are not buried at an adequate depth. Moreover, it is well-known that the germs of not a few diseases, such, for instance, as plague and typhoid fever, can live in the surface soil, and although the Government Bacteriologist has stated, in his report on plague, that plague bacilli have not yet been found in the earth surrounding coffins containing plague corpses, yet this is hardly conclusive, in the present state of our knowledge concerning this disease, and although all recognized deaths from plague are entered in a special cemetery, yet it cannot be denied that a considerable per centage of unrecognized cases, are entered in the general cemeteries. The model bye-laws of the Local Government Board of England requires every portion of a coffin containing an adult body to be not less than four feet from the surface of the surrounding ground, and allowing for the extra depth of a Chinese coffin, and also allowing a margin of error in the measurements made by the Chinese sexton, there is not much difference between our bye-laws, and the regulations in force at home. The undertakers' licences might be altered from six English feet to five English feet, as an allowance of one foot only for the extra depth of a Chinese coffin is considerably below the average. With regard to the question of *chunnam*, the bye-law specifies "turf or *chunnam* or other material approved by the Board," and as *chunnam* is hardy ever used nowadays for this purpose, except for the repair of those large Chinese graves, which are no longer allowed in the cemeteries, owing to the exigencies of space, it is hardly worth while to amend a bye-law in this respect, especially as, with the exception of the Tung Wah Hospital Cemetery, at Kai Lung Wan, and one or two other very small cemeteries (e.g. the Eurasian and Chinese Protestant) this work is done by officers of the Sanitary Department at the cost of the Government, and turf is invariably used for the purpose.

Mr. A. Rumjahn intimated:—The depth must be at least five feet, as suggested by the M.O.H. Mr. Lau Chi Pak intimated:—It appears that no one is sure of what depth is necessary. I think four feet is quite sufficient, and if the grave is turfed there is no fear of the loose soil being washed away.

TREATMENT OF RUSSIAN NON-COMBATANTS

IN PORT ARTHUR, CHEF JO AND SHANGHAI.

STRONG INDICTMENT OF OFFICIALS.

The siege of Port Arthur has already served as a topic for many descriptions. There has been, however, little said about the life and the sufferings of non-combatants, who had the misfortune to be shut in this fortress and to be of an inferior rank as officials or humble employees in the various lines of business.

On the 15th of May we, as non-combatants, were all forcibly put into the ranks of the "volunteers"; anyone refusing to serve was imprisoned and then sent to the forts as reserve, or in the midst of a bombardment was ordered to level the streets which were cut up by the Japanese shells. Throughout the summer the volunteers were taught shooting and drilled by officers, who had proved themselves as incompetent for the army and knew about military regulations and the arts of war as much as we did ourselves. Though their impertinence knew no bounds when drilling and maltreating us, their bravery rapidly vanished when it came to blows and they were the first to shun all places of danger, whilst we had to go to the foremost fighting lines and carry off the dead or wounded. There was no rest for us on the programme, if we were not on guard at the gates of the forts or at the store houses, or as reserve in days of battle. We had to dig trenches, or erect bombproof shelters for our beloved masters, who lost no time in occupying them with their mistresses whenever there was a bombardment, whilst we remained outside as exposed as ever or were sent out scouting. Thus the higher officials and naval officers helped to ward off the enemy sitting in their cellars indulging in drink and wantonness, whilst the poor soldiers and officers, who fought for their country and honour, shed their blood on the forts and died in the hospitals uncared for, or fell sick for want of food and clothing. In the first months of the siege we were served with corned beef but later on we received nothing but some mouldy or half rotten rice. The little clothing we had was soon worn out by the hard work we were put to, and though we were entitled as volunteers to uniforms supplied by the government we received none and had thus to suffer, barely clothed, all the severity of the weather of autumn and winter. When the numbers of sick and wounded at last increased so far that the sanitary staff with the aid of all our wives and daughters could not render them sufficient care and assistance, we again had to help and worked there day and night. When at last there were rumours of capitulation, the "ladies" felt a sudden compassion for the poor wounded and had themselves speedily enlisted on the roll of the "Sisters of Mercy of the Red Cross," thus obtaining their rights and privileges after the fall of the fortress, that is a first class passage home and a remuneration of 500 Roubles, which were paid to them in Shanghai whilst our wives and sisters, many of whom were killed by Japanese shells in attending the wounded and who had lived through all the horrors of the hospitals during the siege, were forgotten, and they, who had lost the little they had, went still more without any reward, but had to suffer still more hardships and humiliations. When at last the roar of guns and hurrying shells ceased to rend the air and the capitulation had been signed, we thought that now we would be rid of all misery and be duly rewarded for all our services. But it was not to be! The cup of bitterness from which we had already drained more than was our share was not yet empty and it was for us to look deeper into it.

Before relating the way in which our government rewarded us for our services, I should like to express in the name of all my comrades our deep and heartfelt gratitude for the kind treatment we experienced at the hands of our enemies the Japanese and for the care which they took of our families. During the whole journey from Port Arthur to Chefoo we had on no occasion reason to complain. The compartments on board, wherein we were berthed, were clean and airy, the food plain but good and abundant, and the treatment so kind as we had not experienced from our own compatriots. As great as the contrast was between our days at Port Arthur and those in the hands of Japanese, as great it was to be when Holy Russia and its officials were again to take care of us. In Chefoo we were put on board the S.S. *Tungus* which was chartered by the Russian Government as a transport and by its usual kind foresight, was just as fit for such a service as a tub might be. I shall say nothing about the accommodation: the reader may think for himself what comfort 100 people could find on board so small a ship like that, what besides was not properly fitted up to receive even half of their number. Still, this was not the worst point about the journey; what disgusted us most was the food with which we were served and which really defies all description. One look into the kitchen would have convinced the hungriest man that he really was not hungry enough to eat anything that issued from it. This kitchen had formerly served the Chinese crew of the vessel, consisting of about 20 men, and filth of years had been accumulated in it. A small table, which had never been scrubbed, on it a few rusty knives for cutting meat, a small fire-place with a single old iron pot on it, these were all the utensils for preparing the meals for 800 men, a single dirty Chinaman taken from the ship's crew posed as the cook though he had no idea of cooking at all. From scraps of meat, a filtered water and frozen mouldy potatoes which he even did not peel (and how could he if he tried to?) he brewed stuff which was not fit to look at, far less to eat. With the little tea and sugar we had over from the Japanese ship, we managed to subdue the pangs of hunger and warm ourselves during the cold days. I shall never forget this steamer *Tungus* and how we used to crowd around the 1st class kitchen begging the cook for hot water for our little tea-pots, but the cook had nothing to spare and no time; he was busy preparing excellent dinners for our "betters" who had all the warm and comfortable cabins on board and there ate and drank and made merry together with their concubines, as they used to do in Port Arthur in bomb-proof shelters we had constructed for them. Luxurious meals were carried past us and we could not even get a little hot water; finally when words proved useless, we had recourse to money—that helped—there was hot water that could be spared or a little corner on the fire-place where our kettles could be put; thus we and our children were able to quench at least our thirst. Upon our arrival in Shanghai, the officials and their "ladies" immediately left the ship to be quartered on shore in splendid houses and first-class hotels; we had to remain on board for four more days, sleeping in the cold damp hold of the ship on the hard Chinese matting with a little hot tea and occasionally a piece of hard bread for food. Then at last we were taken on shore. But being clothed in the few rags that had remained to us from the siege, we naturally excited the curiosity of the foreign and native population of Shanghai and served as topic for their sarcastic remarks, or had to bear their disdainful looks. A poor sight we must have been, I imagine, such as we were, when herded together at the office of the Chinese Eastern Railway, where we

had to listen to the orders of a Mr. Shpanoff and to what he thought of doing with us. Then we were marched off and led through endless streets and narrow bye-ways like a herd of beggars; yet we were content, for the said agent had told us of nice warm quarters, where, as we thought, our miseries would be at an end. But we found we had been too quick with our illusions. The little Chinese huts in which we were to live had just previously been roughly repaired; the walls were damp and the floor and windows covered with lime. Four of us were put into one of these tiny rooms; there were no beds or anything of the sort, so we had to sleep on the bare cold floor. There was coal and some arrangement suggesting a fire-place in the room, but no wood to kindle the fire with; finally when we did manage to make a little fire, we found that there was no draft and all the smoke came into the room. We were directed to take our meals at some Jewish restaurant, where the charge were high but the meals of a very indifferent quality, yet most of them were eatable unless on board the "Tungus." Next day we received wooden beds and a daily ration of 2½ dollars a man without distinction whether he was single or had a wife and children; still we were satisfied and all went well for three days until Messrs.

—were entrusted with the business of cashiers. Then suddenly we received only \$2 per day. I commit to the reader to think what became of the 50 cents. Our submissiveness seemed to have encouraged the worthy cashiers and they began to adopt more deliberate measures to fill their purses at our expense. We were told to take up our quarters in some ghastly place, where our room with a row of benches was to serve as a bed-room for men, women and children together and where the food resembled that on the str. *Tungus*. Is it surprising that we at last became indignant at such maltreatment and refused to submit to it? As answer upon our refusal came the order not to serve us with anything whatsoever and the daily rations of \$2 were stopped. We went to our Consul to complain, but he had no time to listen, and thus things went on for 6 days.

The little money we had we spent on candles and firewood, because the supply of coal was also stopped, and thus passed miserable days huddled together in a small stuffy room, pondering what might be still in store for us and sometimes regretting that the Japanese shells had not fallen nearer to us; much sorrow and humiliation might have been spared us. When at last a commission was appointed to look after us and restore order, we had to pocket numberless insults from its members but did not see a cent of the money withheld from us during those six days, though I am pretty certain that the Russian Government has been duly debited with the amount. Luckily not many days remained until we were to be shipped off to Odessa, but even on this occasion we were defrauded. In accordance with the regulations published we (according to our rank as officials) were entitled to a 2nd class passage, but as there was not sufficient room those voluntarily abandoning their rights and contenting themselves with the 3rd class, were to receive the difference of the price, i.e., 18 Roubles. This difference was never paid, and complain we could not since our consul refused to interfere. But as I wish a light to be thrown upon all these transactions, I have had recourse to your esteemed paper with the modest hope that you might find a spare place in it for these lines.

I remain, Dear Sir,
Your etc.,
ARTURKZ.

—Shanghai Mercury.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3.30 p.m.

Business transacted:—Indo-Chinas \$124 cash. China Sugars \$130, \$137 for April, closing with buyers at the higher figure. For August \$148, \$149 have been paid and the market also closes with buyers.

For cash inquiries prevail for the following:—Ranks \$750, China Traders \$583, Indos \$124, China Sugars \$233, Cements \$29. There are sellers of Hongkong Docks at \$207 and Fanhams at \$15.14.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 21st at 12.10 p. The barometer has risen slightly in the neighbourhood of Hongkong.

Pressure remains relatively high over N. China and gradients are moderate on China coast, and the N. part of the China Sea, where fresh monsoon will probably prevail.

Forecast:—moderate to fresh E. winds, overcast, some rain.

Returns from the China coast are almost entirely lacking.

To-day's Advertisement.

THE DAIRY FARM CO., LIMITED.

AUSTRALIAN FRESH MEATS.

BEEF.—Sirloin	per lb. 30 cents.
Rump Steak	" 30 "
Porterhouse Steak	" 30 "
Suet	" 20 "
Soup Meat	" 16 "
MUTTON.—Legs	" 32 "
Loin Chops	" 32 "
Rib Chops	" 28 "
Fore Quarters	" 24 "
Prest	" 12 "
Sheep Tongues	each 20 "
Sheep Kidneys	" 5 "
LAMB.—Hind Quarters	per lb. 36 "
Legs	" 36 "
Loin Chops	" 34 "
Rib Chops	" 30 "
Fore Quarters	" 45 "
Loin	" 45 "
Chops	" 40 "
Shoulder	" 30 "
Sausages	" 50 "
Fritz Sausages	" 60 "

CORNER MEAT (OUR OWN PICKLING).
BEEF.—Corned Round per lb. 35 cents. || Corned Brisket | " 25 " |
| PORK.—Corned | " 30 " |

POULTRY.

HOUSE FED CAPONS and CHICKENS (own feeding) per lb. 32 cents. || HOUSE FED TURKEYS (own feeding) | " 70 " |

SPECIAL NOTICE.

All the meat imported by us is officially examined and certified in perfect condition before shipment.
Hongkong, 21st March, 1905.

To-day's Advertisements.

PHILIPPINE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of Messrs. HOLLIDAY WISE & Co., No. 100, Calle Anloague, Manila, P. I., at 3.30 P.M., on THURSDAY, 30th March, 1905, for the purpose of presenting the Report and Statement of Accounts to 31st December, 1904. Shareholders desirous of having a copy of Report and Accounts may obtain same on application to the Secretary, Mr. G. C. MOXON. BENJAMIN, KELLY & POTTS, General Managers. Hongkong, 21st March, 1905. [393]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Butler, will be despatched as above, on TUESDAY, the 28th instant, at 3 P.M. For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 21st March, 1905. [392]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON VIA SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th March, 1905. [391]

THEATRE ROYAL, CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

LAST 5 NIGHTS! LAST 5 NIGHTS!

ANNOUNCEMENT EXTRAORDINARY!

BY SPECIAL REQUEST

"THE GIRL FROM KAY'S"

will be played

TO-NIGHT (TUESDAY), 21st March.

TO-MORROW,

(WEDNESDAY), 22nd March.

"THE DUCHESS OF DANTZIG."

THURSDAY, 23rd March.

"A COUNTRY GIRL."

FRIDAY, 24th March.

"THE CINGALEE."

SATURDAY, 25th March.

"THE ORCHID."

Doors open 8.30 P.M. || Commence | 9.00 P.M. |

PRICES AS USUAL.

Plan at Messrs. ROBINSON & HANCOCK, Ltd.

Late Tram 15 minutes after the Performance.

F. C. GARTON, Business Manager.

Hongkong, 21st March, 1905. [354]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW"	22nd March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"DAEDALUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWU"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.

S.S. "Kaisow" left Singapore at 5 p.m. on the 17th inst., and may be expected to arrive here about the 22nd.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"PINGSUEY"	23rd May.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"CHINGTU"	23rd March.
MANILA	"TAMING"	28th "
SHANGHAI	"NINGPO"	28th "
CHEFOO and TIENSIN	"KANSU"	28th "
CEBU and LOILO	"SUNGKIANG"	28th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA via AMOY	FRIDAY, 24th March, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 1st April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	March 31st, 1905.
"NUMANTIA"	4370	Brehmer	April 20th, "
"ARABIA"	4483	Bable	May 11th, "
"ARAGONIA"	5198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAU, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

[66]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN
"KWONG TUNG" 1,238 H. W. WALKERLeave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"SAINT FILLANS" 24th March, 1905.
"LOWTHER CASTLE" 18th April, "For Freight and further information, apply
to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 16th March, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"BENGLOE"

will be despatched for the above Ports, on
MONDAY, the 27th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th March, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 8th April,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewards are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th March, 1905.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG"

Captain F. Wheeler, will be despatched as
above, TO-MORROW, the 22nd inst., at 3 P.M.,
instead of as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st March, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 24th inst., at 4 P.M.This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th March, 1905.

SHEWAN, TOMES & Co.

FOR KOBE.

THE Steamship

"HUGIN"

will be despatched for the above Port,
TO-MORROW, the 22nd inst., at 4 P.M.,
instead of as previously advertised.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st March, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE"

C. H. Burch, Commander, will be despatched for
the above Ports, on or about SATURDAY, the
25th instant.This Steamer has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th March, 1905.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S.
Douro and Sinal, and from Havre, ex S.S.
Douro, in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M., TO-PAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 27th March, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 27th March, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 27th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 20th March, 1905.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Madsen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th March, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. on SATURDAY, the 18th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th March, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant, at
9.30 A.M.All Claims must reach us before the 27th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 14th March, 1905.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 21st instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant,
at 9.30 A.M.All Claims must reach us before the 27th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 14th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon,
whence delivery may be obtained as soon as
the Goods are landed.Optional Goods will be landed here unless
intimation is received from the Consignees
before 2 P.M., TO-PAY, requesting it to be
landed here.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 16th March, 1905.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "FLEIADIS,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th March, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 25th
March, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Marmora*, 10,500 tons, from
Colombo. Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 6th May.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent,
Hongkong, 10th March, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for
MARSEILLES on TUESDAY, the 4th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 18th April.

S.S. *DUMBEA* 2nd May.

L. BRIDOU,

Acting Agent.

Hongkong, 21st March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pietades</i>	3,753	F. G. Purington	At Mar. 30
<i>Shawmut</i>	9,606	E. V. Roberts	April 13
<i>Tremont</i>	9,606	T. W. Garlick	April 21
<i>Lyra</i>	4,417	G. V. Williams	May 15

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont 9,606 T. W. Garlick. At April 12

Lyra 4,417 G. V. Williams. May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENTION AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 18th March, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellama Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Whitson's Building.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

FROM 1st April, ONE OFFICE ROOM
on Second Floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 16th March, 1905.

TO LET.

HOUSE in CLIFTON GARDENS, Conduit
Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

A FOOK & CO.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from all alongside at the
shortest notice and with all possible dispatch.

Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$25.46 for second half-year 1904	5 1/2 %	\$750 buyers London £77
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$285
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$111,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$50
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,749 \$893,110 \$846,773 \$700,000 \$377,794	\$2,078,997	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$175,075 \$2,561	\$486,284	\$12 for 1902	7 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$1,000,000 \$175,075 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000 \$175,075 \$2,561	\$360,372	\$34 for 1903	10 1/2 %	\$315 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$600,000 \$158,444	Nil.	\$3 for year ended 30.6.1903	6 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$1,000,000	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited ..	10,000	£10	£10	\$205,000 \$1,000,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$124 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 53 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 49 sales
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	\$40,000 \$4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 27 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$15,000 \$15,000 \$400,000 \$21,475 \$18,000 \$130,153	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts.	5 1/2 %	\$37 1/2 sellers \$29 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$126,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	10 %	\$130 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 %	Tls. 30 sellers
REFINERIES.								
Chi-Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$231 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$25 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 52 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2 sellers
Oriental Consolidated Mining Company, Limited ..	50,000	G \$10	G \$10	none	G \$672,091	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$4 sales
Société Française des Charbonnages du Tonkin ...	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 15,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000	\$10,517	\$4 for 1904	11 %	\$36 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. .	40,000	\$50	\$50	\$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$105 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$208 sales
Howarth Friskine, Limited	12,000	\$100	\$100	\$60,000	...	70 div. & \$5 bonus for year end. 30/6/04	7 1/2 %	\$120 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$480	\$1 1/2 for 1903	4 1/2 %	\$25 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$110
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	8 1/2 %	Tls. 144 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 5 interim for 1904/5	...	Tls. 152 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$437,712	Interim of Tls. 4 for 1904	...	Tls. 152 sales
Yangtze Wharf and Godown Company, Limited ..	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for first half year 1904	...	\$360 sales
Do. (Preference)	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	...	Tls. 190 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 \$100,000 \$11,824 \$20,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$143 buyers
Hongkong Land Investment and Agency Co., Ltd. .	50,000	\$100	\$100	\$250,000 Tls. 13,986 \$200,000	\$37,875	\$5 for first half-year 1904	7 1/2 %	\$143 buyers
Hotel des Colonies Company, Limited (Shanghai) .	9,000	Tls. 25	Tls. 25	Tls. 13,986 \$200,000	Tls. 680	Final of \$6 making \$12 for 1904	9 %	\$127 1/2 buyers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$50,000	\$11,958	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 194 sales
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	none	\$377	90 cents for 1904	7 1/2 %	\$12 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,670	\$3 for 1904	8 %	\$39 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 114 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Tls. 8 for 1904	10 1/2 %	Tls. 47 sellers
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	none	Tls. 6,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	None	...	Tls. 12 buyers
Do. (Preference)	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 buyers
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd. .	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	13 1/2 %	Tls. 30 sales
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	none	\$2,852	50 cents for the year ending 31.7.04	3 %	\$15
International Cotton Manufacturing Company, Ltd. .	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,327 none	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25 1/2 sales
Laou-kung-gow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 30 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	15 1/2 %	Tls. 67 sellers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000 \$25,000	\$ 83	Interim of 50 cents for 1904	8 %	\$12 1/2 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$4
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$39 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders')	123	\$15	\$7 1/2	\$20,000	\$1,253	None	...	\$100
Do. (New Issue)	24,000	\$12	\$12	none	Nil.	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
China-Renou Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	2 1/2 %	\$14 1/2 sales
China Flour Mill Co., Limited	40,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 1/2 %	Tls. 70 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd. .	100,000	\$10	\$10	\$8,000	\$1,181	80 cents for 1904	9 1/2 %	\$8 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	\$1 1/2 for year ending 31.7.1903	...	\$12 buyers
F. L. London, Limited	7,100	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$1 1/2 for year ending 31.7.1903	...	Tls. 30 sales
Fraser and Neave, Limited	4,500	\$10	\$10	\$12,500 \$2,706	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$10
Green Island Cement Company, Limited	100,000	\$10	\$10	\$200,000 \$200,000	\$95,054	\$2 for 1904	7 1/2 %	\$26 sales
Do. (New Issue)	50,000	\$10	\$10	\$200,000 \$200,000	\$95,054	First Year	7 1/2 %	\$16 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000 \$23,109 £3,000	\$13,104	Interim of \$1	13 1/2 %	\$22 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$16 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000 \$2,795	\$2,795	\$5 1/2 for year ending 30.11.1904	7 1/2 %	\$10 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000 \$8,356	\$8,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	6 1/2 %	\$24 1/2 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for year ended 30.9.04	10 %	\$19
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000 \$100,000	\$21,582	\$13 for 1903	9 1/2 %	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	8 1/2 %	\$135 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	12 %	Tls. 252 1/2 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 115
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,588	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 145 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000 \$6,000	Tls. 7,469	Interim of 15/- for 1904	6 %	Tls. 430 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	6 %	\$80
South China Morning Post, Limited	500	\$25	\$25	none	Dr. \$39,020	None	...	\$23 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	First year	10 %	\$44 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000	...	\$1 div. and 35 cents bonus for half year ended 30.6.1904	6 1/2 %	\$150 sales
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	...	Tls. 110
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 150
United Asbestos Oriental Agency, Limited	9,980	\$10	\$10	\$20,000	\$480	90 cents for year ended 31.5.1904	9 1/2 %	\$91 buyers
Do. (Founders')	100	\$10	\$10	\$20,000	\$1,041	\$29.70 for year ended 31.5.1904	16 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,803	\$1,041	\$1 for 1903	12 1/2 %	\$81 sellers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$388	Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$12 1/2 sellers